58. Need for a road connecting Perumalthura, Matanvila and other sea-coast villages in Azhuvoor.

MRS. G. SANKARA PILLAI (*Nominated*) speaking in Malayalam, said that a road connecting Perumalthura, Matanvila and other sea-coast villages in Azhuvoor was absolutely necessary to the inhabitants of the Sarkara and Azhuvoor *pakuthies* of the Chirayinkil taluk and of the Katinamkulam *pakuthi* of the Trivandrum taluk. Matanvila, Perumalthura, Kottaramthuruthu, Kochuthuruthu, Vadakkechira, Puthukuruchi, Channankara, Munganchira and Thazhapalli were villages to the west of the Katinamkulam lake and some of them were small islands in the lake. Men engaged in different professions, children attending schools, labourers, parties and witnesses in civil and criminal cases and others, who belonged to the above-mentioned villages, had to cross the lake in ferry boats in order to reach the eastern shore of the lake, as there was no bridge across the lake for a distance of over ten miles, *i. e.*, between Katinamkulam and Kozhitottam. Even good drinking water had to be taken across the lake in ferry boats from the eastern shore. The ferry boats plied between Azhuvoor and Matanvila and between Matanvila and Perumalthuruthu. The journeys across the lake in ferry boats were attended with great danger, discomfort and delay at all times. The expenditure for constructing a road as suggested above would not be very great, although there were two arms of the lake which required to be bridged. The arm of the lake between Azhuvoor and Matanvila, which was only 200 feet wide, was one-and-a-half feet deep for a length of 150 feet and four feet deep in the remaining portion. The shallow portion could be easily turned into a causeway and a bridge 50 feet long constructed over the lake. The arm of the lake between Matanvila and Perumalthura was only 50 feet wide and 5 feet deep. There also causeways might be made at either bank and a bridge, about 20 feet long, constructed over the remaining length. The construction of the road would be comparatively easy and inexpensive as the existing bund or causeway between the Azhuvoor ferry and the village road required only to be widened. The road should be thus constructed and joined to the Trivandrum-Quilon road.

The construction of the road had formed the subject of representations at previous sessions of the Assembly and of petitions and memorials submitted to Government by the inhabitants of the villages. In pursuance thereof, certain investigations were made by the Public Works Department. In the meeting of the Assembly held in 1104, the member for Chirayinkil dealt with the necessity for a bridge at the Azhuvoor ferry. The member was informed in reply that the matter would be referred to the Road Board for consideration. Whether that bridge was the same as the one mentioned above was not clear.

Government had accorded sanction for the construction of a bridge over the Puthanar, but a bridge there was not of much use to the inhabitants of Perumalthura and other villages. The road proposed above would certainly meet the needs of the sea-coast villages.

DEWAN'S REPLY: നിങ്ങൾ വളരെ വ്യക്തമായും കാര്യകാരണസഹിതമായും ചെയ്തിട്ടുള്ള നിവേദനത്തിലടങ്ങിയിട്ടുള്ള റോഡ്, പാലം ഇവയെ സംബന്ധിച്ച ഡിപ്പാർട്ടുമെൻറിൽനിന്നും ചില അന്വേഷണങ്ങൾ നടത്തി എന്നു നിങ്ങൾ പറഞ്ഞതു ശരിയാണു്. ഏതാനും ചില അന്വേഷണങ്ങൾ നടത്തുകയും അതിൻറെ ഫലമായി എസ്റ്റിമേറു തയ്യാറാക്കി അയയ്ക്കുയും ചെയ്തിട്ടുണ്ടു്. എസ്റ്റിമേറു തയ്യാറാക്കുന്നതിനു മുമ്പു റോഡുബോർഡിൽ സമർപ്പിക്കുന്നതായാൽ ശരിയായ ഫലം ഉണ്ടാകയില്ല എന്നുള്ളതുകൊണ്ടു എസ്റ്റിമേറു് തയ്യാറാക്കിഅടുത്ത റോഡുബോർഡു മീറ്റിങ്ങിൽ സമർപ്പിക്കാമെന്നു് ചീഫ് എൻജിനീയർ റിപ്പോർട്ടു ചെയ്തിട്ടുണ്ടു്.

ഒരു ചെറിയ പാലം അനുവദിച്ചിട്ടുള്ളതു് അതു ഉപയോഗപ്രദമായ ഒരു സ്ഥലത്തല്ല തീർക്കാൻ ഉദ്ദേശിച്ചിരിക്കുന്നതെന്നു നിങ്ങൾ പറയുകയുണ്ടായി. അതിനെ സംബന്ധിച്ചു വേണ്ട അന്വേഷണം നടത്തി പ്രത്യേകമായി ചീഫ് എൻജനീയരോടു് റിപ്പോർട്ടു ചെയ്യാൻ ആവശ്യപ്പെടുകയും, പാലം കെട്ടാൻ ഇപ്പോൾ നിശ്ചയിച്ചിരിക്കുന്ന സ്ഥലം മാറേണ്ടതാണെന്നു കണ്ടാൽ മാറുന്നതിനു് ഏർപ്പാടു ചെയ്യുകയും ചെയ്യാം.

[Some departmental investigation has been carried out with regard to the road and the bridge, the necessity for which you have explained so clearly and convincingly. It was thought better to place the matter before the Road Board after the estimate had been prepared. The Chief Engineer has promised to place the estimate before the next meeting of the Road Board. It was stated that the site fixed for the small bridge that has been sanctioned is not the most convenient. A special report will be called for from the Chief Engineer about the site for the bridge; and, if found necessary, a different site will be selected.]

59. Satram at Alwaye.

MR. K. A. RAMANUNNI (*Nominated*) speaking in Malayalam, began his representation by saying that Alwaye was about the most important town in north Travancore. It was regarded as a sanatorium and health resort. Alwaye was also a centre of considerable trade and industrial activity and was fast becoming a great educational centre. According to railway statistics, Alwaye commanded the largest volume of traffic in goods and passengers, among the railway stations on the Cochin-Shoranur line. Visitors to Travancore invariably alighted at Alwaye before proceeding to other parts of the country.

The town, however, did not provide the necessary accommodation to the crowds of visitors and invalids. The P. W. D. camp-shed, which was used as a *satram*, was too small to accommodate even half the